

CLASSIFICATION SECRET

NOFORN

COUNTRY East Germany

REPORT

TOPIC Briesen Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 1 August 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Briesen airfield between 14 and 19 June 1955:

14 June. At 0600, four U-11-28s took off at intervals of 19 minutes each for individual flights which lasted 15 minutes. There was a 10/10 overcast at an altitude of 1,000 meters and a visibility of about 3 km. Immediately after landing, each of the aircraft practiced the same flights.

At 0800, 11-28s took off at intervals of 6 to 8 minutes and flew in a westerly direction. The aircraft made local flights, which lasted about 20 minutes, at an altitude of 500 meters. Two other 11-28s circled over the field at an altitude of 700 meters. One olive-drab van-like radio truck each in addition to a red painted truck (fire truck) was observed north of the flight control station and north of the runway. About 80 to 100 men with maps, presumably officers, were seen near these two trucks. These men used the maps several times while observing air activity.

At 1300, the flying operations were stopped. Twenty-nine 11-28s and one Li-2 were parked at the dispersal area north of the southern taxiway.

15 June. There was a 3/10 overcast at an altitude of about 800 meters. At 1600, four 11-28s with auxiliary fuel tanks [redacted] which came from an easterly direction, landed at the field at intervals of one minute each and were parked at the western end of the southern taxiway.

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16 June. At about 0900, the four 11-28s, which had landed on 15 June, took off.

*add.* At 1600, four 11-28s with [redacted] auxiliary fuel tanks landed at the field and were parked at the western end of the runway. At 1900, three 11-28s [redacted] landed at the field and were also parked at the western end of the southern taxiway. At 2100, the seven aircraft took off at intervals of one minute and headed toward the west.

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17 June. At 0700, 12 11-28s with [redacted] auxiliary fuel tanks landed at the field and were parked at the dispersal area at the western end of the southern taxiway.

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[redacted] half of the ground personnel from a new unit had arrived already at Briesen.

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19 June. In the morning, 30 11-28s [redacted] were counted

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at the dispersal area on the southern taxiway, most of the aircraft being in line with the flight control station. Twelve Il-28s were seen at the western end of the southern taxiway. At 1100, all the aircraft were transferred from these dispersal areas to camouflaged places at the edge of the forest around the taxiway, where the planes were partially parked beside the aircraft revetments. the aircraft were scheduled to remain in this camouflaged area until 22 June 1955. No passes were granted to the troops during that period, and the personnel of radio stations had to remain at their installations in a perimeter of 50 meters.

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2. On 20 June, the following radio installations were located in the eastern extension of the runway:

- a. A four-mast radio station about 600 meters from the end of the runway, a wooden hut was located 10 meters north of it.
- b. A radio station with a mast 10 meters high and a truck with an aggregate was located at Forest District No. 82, about 1,500 meters from the runway end. A radio shack was observed 10 meters north of the radio station.
- c. A four-mast radio station, a truck with an aggregate, and a radio shack was located about 4 km. from the end of the runway at the northern end of Krausnick. 2

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2. Comment. The radio installations are arranged in the usual way at landing lanes.

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